SHRI M.L. FOTEDAR : A majority of the scientists are of the opinion that it is not harmful.

एक माननीय सदस्य : सभापति महोदय, इसमें क्या माइनोरिटी–मैजोरिटी का सवाल होगा ?

श्री सभापति : डाक्टरों की राय अलग-अलग है । वह पता लगा रहे हैं । एक कमेटी बनी है और वही कमेटी तय करेगी । हमारी यह राय है कि जब तक यह नयी कमेटी अपनी राय न दे, तब तक उसे रोक दिया जाए ।

श्री माखन लाल फोतेदार : मैं आनरेबल मेंबर को यह बता देना चाहता हूं कि अभी तक जो साइंटिस्ट्स की राय है वह मुत्तफिकाराय है, इससे कोई हार्म नहीं होगा । लेकिन मैं मुतमईन नहीं हूं । मैं कहता हूं कि जब यह सवाल उठा दिया गया तो इस पर फिर गौर किया जाय और गौर करने के बाद इस पर फाईनल डिसीजन लिया जाए ।

डा० बापू कालिदास : ते साल साल का समय निकाल दीजिए । सबके लिए ही तो करिए नहीं तो बड़ा मुश्किल होगा ।

DR. YELAMANCHILI SIVAJI : We need not be guided by China or any other country as far as the use of tooth-paste is concerned. Will the hon. Minister tell us about the harmful effects on those who use tooth-paste without any fluoride content at all ?

SHRI M.L. FOTEDAR : I can tell the hon. Member that I am not the person who can be guided by any other country except the people of India and our Government also is guided only by the people of India and we look only towards the people of India and no other country.

With regard to his question, at present, fluoride is not harmful if it is used up to 1000 ppm in the tooth-paste.

DR. YELAMANCHILI SIVAJI : What are the disadvantages of using tooth-paste without fluoride ?

MR. CHAIRMAN : He is asking what is the harm if there is no fluoride.

SHRI M.L. FOTEDAR : There are dental surgeons who say that it is very good for the teeth. This is what the dental surrrgeons say.

DR. YELAMANCHILI SIVAJI : But what are the disadvantages of using tooth-paste without fluoride ?

SHRI M.L. FOTEDAR : At present, there is no disadvantage.

MR. CHAIRMAN : Next question.

Shortage of express trains on the main line in Tamil Nadu

*184. SHRI M. VINCENT : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the shortage of express trains on the main line in Tamil Nadu;

(b) if so, whether Government propose to introduce atleast one super fast express on the main line immediately ; and

(c) if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Five pairs of express trains are adequately serving the existing level of traffic on the main line (metre gauge).

(b) No, Sir.

(c) Due to operational and resource constraints.

SHRI M. VINCENT : Sir, the Minister's reply does not reflect the true situation in Tamil Nadu. The Nellai Express, 119 Up and 120 Down is the only train which connects 15 districts of Tamil Nadu. The Commercial Superintendent of the Southern Railway announced in 1989 that a Superfast Express train between Madras and Tirunelvely would be introduced shortly. But it is a matter of regret that this Superfast train has not been introduced. Madras to Madurai a distance of 450 Kms is covered in 7 hours and 40 minutes by the Vaizai Express, whereas the Nellai Express, on the same track, takes 11 hours and 30 minutes for the same distance of 450 Kms. The Nellai Express is the only Express train from the southern tip of the country to Madras City. It takes 16 hours to cover a distance of 600 Kms from Madras to Tirunelvely. In 1970, this train used to leave Madras at 18.15 hrs. and reach Tirunelveli at 8.30 hrs. the next morning. But today, after a lapse of 20 yeats, with all improvements and sophistication, the same train starts one hour early and reaches one hour late. This is the fate and improvement of Nellai Express in Tamil Nadu—two hours' delay after 20 years of modernisation.

So, I would like to know from the Minister whether this Government will take a serious note of this demand and introduce a Superfast Express train from Madras to Tirunelvely, or at least convert the existing Nellai Express into Superfast Express.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : On the Madras-Egmore to Tiruchirapally route, there is a main line and a cord line. On the cord line, there are two Superfast trains running. So far as the main line is concerned, five Express trains are in operation. It is very difficult to upgrade this main line to meet the super fast speedof 100 kms. At the moment, 75 km. speed is allowed on this main line. The hon. Member desires to have a super fast train. At this moment, it is not possible to have it.

SHRI M. VINCENT : The laying of the parallel B.G. line with out affecting the metre gauge between Madurai and Maniachi is very vital even for maintaining the speed of the Nellai Express. a parallel B.G. line from Karur to Dindigul, a distance of 72·9 kms. was commissioned in 1988-89. Another parallel B.G. line from Dindigul to Madurai, a distance of 64·32 kms., is said to be under progress. Having laid the parallel B.G. line from Karur to Dindigul and from Dindigul to Madurai, now the Railway Board has proposed to lay only a B.G. conversion line from Madurai to Maniachi.

There is no broad gauge line from Madras to Madurai. The passengers from Kanyakumari District, Tirunelveli District, Kamarajar District and Chidambaranar District will have to break their journey at Madurai to change trains. Now, all the MPs from Tamil Nadu have prepared a memorandum to give to the hon. Railway Minister. I would like to know whether the Minister would be kind enough to direct the Railway Board to lay a parallel B.G. line between Madurai and Maniachi as it was originally decided in 1982 when the project was sanctioned.

SHRI MALLIKARJUN : Sir, the question pertains to introduction of a super fast train and not construction of a new line. So construction of a B.G. line from Madurai to Maniachi or to whichever place, which he has expressed, is out of question.

SHRI S.K.T. RAMACHANDRAN : We are in a world of dynamism. People like to move quickly. At this moment, a great dislocation is made between Dindigul and Mathurai. They are going to convert the M.G. line into a B.G. line, We welcomve this. Hon. Member, Mr. Vincent, demanded a super fast train. But all the trains running on this line are, going to be stopped. If the metre guage line is not continued between Mathurai and Maniyachi, the trains coming from Madras to Tiruneveli or to Quilon or to Tuthikudi would be stopped at Mathurai. While our demand is for more number of super fast trains, there is a danger of the fast trains running at present being stopped. I would like the Minister to convert all the trains into super fast trains. Also, the Government should come forward to convert the metre gauge line between Madras and Dindigul into a broad gauge line. Unless this is done, the mission of the Railways will not be fulfilled. We may not do any service to the people but we must not do any disservice to them. Madras is our metropolitan city. All the southern parts are linked to it via Villupuram, Virudachalam, Dindigul, Trichy and Madurai. I would like to know from the Governmen whether the metre gauge line between Madras and Dindigul would be converted into a broad gauge line.

SHRI MALLIKARJUN : I appreciate the dynamism shown by the hon. Member. But however to start a super fast train, we have to see the limitation of the track. As I have already mentioned, the main lines which connect Madras, Egmore, Villupuram, Cuddalore, Thanjavur and Trichur.. (*Interruptions*)

SHRI S. K. T. RAMACHANDRAN: This train does not go to Thanjavur. It goes only via Villupuram, Virudachalam, Trichy and Dindigul. This is the dyamism.

SHRI MALLIKARJUN : I have mentioned it. There is a chord line and there is a main line. The chord line is between Madras Egmore, Vridachalam and Trichy. The main line goes in a different direction.

So far as the introduction of superfast-trains is concerned, there are certain parameters which have to be observed. The track limitations have to be taken into account. As I have already informed, at the moment, we are not in a position to introduce superfast-trains on the main line. (*Interruptions*)

SHRI S. K. T. RAMACHANDRAN : Sir, the hon. Minister has not answered my question. (*Interruptions*)

SHRI T.R. BALU : May I know from the hon. Minister whether there is any proposal with the Government of India to introduce a super-fast train between Madras and Tanjore, which is one of the temple cities of Tamil Nadu, with a historic background ? If the track is not strong, when will the Government of India strengthen the track ?

SHRI MALLIKARJUN : Depending upon the availability of resoures. the Government of India is always interested in upgrading the track. (*Interruptions*

SHRI V. GOPALSAMY: Sir, kindly permit me. (*Interruptions*)

SHRI H. HANUMANTHAPPA: Train is not there only for TamilNadu Karnataka is also there. (*Interruptions*)

MR. CHAIRMAN: Shri Hanumanthappa.

SHRI H. HANUMANTHAPPA: Sir, super-fast trains are required for long-distance passengers. I take three days to reach my Capital, Bangalore. Will the hon.Minister consider the introduction of super-fast trains for long-distance passengers insted of to places like Ujjain, Bhopal Gwalior, etc? Super-fast trains, Shatabdi Expresses, are there now only to places near Delhi, whereas, such trains should have been introdeced in respect of far-off places. Will the hon. Minister consider this ? (*Interruptions*)

MR. CHAIRMAN : There is already one super fast train between Delhi and his constituency.

SHRI MALLIKARJUN : Sir, there is already a super-fast train between Delhi and Bangalore.

SHRI V. GOPALSAMY : Sir, I am from Tami Nadu. Kindly permit me. (*Interruptions*).

SHRI H. HANUMANTHAPPA: Mr. Mallikarjun has never travelled in that train. It takes forty-six hours. The South MPs. are not using this train at all. (*Interruptions*)

SHRI V. NARAYANASAMY : As far as Tamil Nadu is concerned, there is discrimination. There are super-fast trains only to Karnataka. (*Interruptions*) The hon. Minister is not considering the demands of Tamil Nadu. (*Interruptions*)

SHRI N.K.P. SALVE : They are already super-fast. (*Interruptions*)

MR. CHAIRMAN : Mr. Minister, the question is whether you will see that the super-fast train from Delhi reaches your constituency at the earliest ? (*Interruptions*)

SHRI V. NARAYANASAMY : The Minister is not answering. (*Interruptions*)

SHRI H. HANUMANTHAPPA : Sir, the hon. Minister has not answered my question. (*Interruptions*)

MR. CHAIRMAN : Shri Pasumpon Tha. Kiruttinan. (*Interreptions*) Just a minute, Mr. Kiruttinan. The hon. Minister wants to say something.

SHRIMATI BIJOYA CHAKRAVARTY : Will the hon.Minister consider the introduction of a super-fast train to Guwahati? It now takes forty--forty-five hours.

MR. CHAIRMAN : From Tamil Nadu we have gone to Assam. (*Interruptions*)

SHRI V. GOPALSAMY: The interests of Tamil Nadu are totally neglected by the Railway Minister.

MR. CHAIRMAN : Let him answer. Don't try to derail him.

SHRI C.K. JAFFER SHARIEF : Sir, I appreciate the anxiety of the hon. Members. As my esteemed colleague has already said, we have the constraint of resources, so far as rolling stock and other things are concerned. Yet, it will be our effort. I would request hon. Members to bear with me till the next time-table. There are some lines which are being converted, from where we will get some rolling stock which will be able to meet the requirements 12-00 Noon of our friend who was asking for a super-fast train.

There is one more point so far as super-fast trains are concerned, Earlier, in the two Governments, because of the political instability -- I do not want to blame the Governments—the situation has been misused. Nearly 500 halts have been given. I nave taken a decision to review all that so that the long-distance passengers do not suffer. All political halts have been stopped and we are not going to cause inconvenience to long-distance passengers so far as super-fast trains are concerned.

MR. CHAIRMAN : Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

National Goitre Control Programme

*185. SHRIMATI BIJOYA CHAKRAVARTY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what progress Government have made so far under the National Goitre Control Programme to check the spread of the disease; and

(b) what are the names of the Goitre-endemic districts in the country?

THE MINISTER OF HELATH AND FAMILY WELFARE (SHRI M.L. FOTEDAR) : (a) In order to control the problem of Goitre, Governn nt of India took a decision for universal iodisation of edi ble salt in the country by 1992 The prod uction of Iodised Salt in the